One Can't Be Put in Now.

There is no question in my mind that some

legislation is desirable in order to terminate the use of the public streets by steam railroads

operating at grade in the Borough of Man-hattan. While many of the provisions of the

proposed bill are open to criticism, and while there are some doubts as to whether its en-

actment will accomplish the object which is sought, I consider that it is a step in the right

direction, and therefore have no hesitation

in accepting it on behalf of the city of New

It has been suggested that in case the bill

roves to be defective in certain provisions i

will be possible to seek relief next year from

so that it may finally prove to be effective I see no reason, however, why the proponen

of the bill should wait a year before attempt

ng to correct such defects as the bill may

contain. It seems to me that it would be more

dvisable, after a careful consideration of

he objections that have been urged agains

he bill; to propose amendments and present

that the city may obtain without delay a statute of sounder constitutionality and

EYE BAR CABLE AGAIN.

on Its Availability.

ANTI-SMOKE ORDERS.

Twenty-five Out and Fifty More to Be Sent

-Arrests Next in Order.

notices have been sent to twenty-five firms

whose chimneys have been pouring out

more smoke than the law allows. About

Witness Says Was Browne Himself.

H. Huffman Browne, the lawyer who is

Browne testified that he knew all the

persons through whom the property, which

the contention of Assistant District Attorney

Will Appraise Marshall Field's Estate.

Field's estate for the purpose of getting

a basis on which to compute the inheri-

tance tax the State will exact are to begin

this week.

"Before any inheritance tax can be levied,"

"Before any inheritance tax can be levied,"

eighteen years ago.

At the weekly meeting of the Board of

them to the present Legislature, in

nore certain effectiveness.

the Legislature and have the act

Central tracks. He says:

SUBWAY HAD MANY PRISONERS

SLIGHT ACCIDENT TIED UP SER-VICE THREE HOURS.

Attempt to Run Locals as Expresses Used Up Juice From Third Rail Too Fast and the Going Was Slow-One Motorman Held While Passengers Escaped.

A subway express train went out of commission opposite the Spring street station vesterday morning at 9 o'clock, tying up the express service for about three hours and making much delay and confusion on the locals. Except that it put the subway nearly out of business at the time of day when the downtown business men were making for their offices, the accident did no damage. But owing to confusion somewhere along the official line many passengers were imprisoned between stations and on crowded cars for periods ranging from half an hour to an hour. As a result the subway was hardly popular yes-

The wrecked train was a southbound Broadway express. As it was rounding the Spring street curve, where all the express trains slow up, something happened to the tire of a rear wheel on the third car something which cannot readily be understood by a layman. At any rate, the wheels jumped the rails and went bumping along on the ties. The motorman felt the vibration and put on the emergency brakes. He made a stop opposite the Spring street station. The passengers, who had jumped up and fluttered like hens while the bumping was on, sat down when the train stopped.

The train force and the station men got out and examined the break. They found that the car was out of business. The two front cars were uncoupled from the wreck and packed to the very roof with passengers. There was not room there for all, however, because that train started pretty nearly full up. The others piled out onto the track and, guided by the trainmen, took chances with the third rail. A platform man ran back to flag the local trains. Two or three women took advanage of the chance to faint and were carried to the

Back of the wreck, and clear up to Harlem and The Bronx, were strung express trains, stopped by the automatic block signal system. Instructions were sent back to the platform men to inform passengers that the expresses were not running. Then, as traffic began to pile up and local trains became crowded beyond their capacity, it was determined to run all the local trains below the Grand Central Station on express schedule, stopping only at Fourteenth street and the Bridge.

This might have worked all right had not the drain on the "juice" in the third rail become too great for the traffic. The trains simply could not make headway Progress became a series of jerks. At the height of the congestion the running time from the Grand Central Station to Fourteenth street was forty minutes, and walking became express traffic. But most of the passengers could not walk because the conductors, obeying their orders liter-

ally, would not open the gates at stations.

A number of jolly rows followed.

At 10 o'clock a Broadway local pulled out of the Grand Central Station crowded out of the Grand Central Station crowded to suffocation. Many of the passengers were bankers, brokers and clerks from Wall Street and thereabouts. The train got just out of Grand Central Station, got a little way by a series of jerks, and came to a full stop. It jerked a little, stopped again, and made Thirty-third street in just twenty

minutes.

"Thank goodness, we can get off here and walk," said the bankers and brokers.

But they didn't. The doors remained closed. When they remonstrated with the guards they were told that orders had been given not to stop short of Fourteenth street; and to open the doors was a techical stop. For further particulars they were referred to the conductor in his place of business, the platform back of the leading car.

The conductor a big young fellow, refused. He said, that he had his orders. While passengers were crowding up and arguing

passengers were crowding up and arguing with him the train made another jerk and halted about a hundred yards beyond the

station
Finally the conductor said that he would
see the motorman about making a stop at
Twenty-third street. He came back in a

"It will be all right."
After a series of jerks the train brought up just in sight of the Twenty-third street station. There followed a long, irritating wait. All of a sudden the train started forward and, running weil, shot past the Twenty-third street station and made an-other halt at the other side. The train crew

had fooled them.

"You did that purposely!" yelled one of the passengers. The conductor made no denial. He just put his back against a gate and looked defiant.

"Gentlemen," spoke up one passenger, "we've a right to take possession of this train. It is easy to open one of these gates.

If he stops at or near a station, I'm going to do it if you will hold that man."
"Ithought you'd try that. It's why I told the motorman not to stop at the station," said the conductor.

The mob, which extended for two cars been and had been receiving news from

The mob, which extended for two cars bac's and had been receiving news from the front by word of mouth, moved on toward the first car, where the motorman has his box. The door was locked from the inside. They pounded on the glass and got no response. Just then the train jerked again and came to another stop. The motorman had run it a little too far and the door of his box shutted on the platform of the of his box abutted on the platform of the Eighteenth street station. While the leaders hesitated the door was opened a crack. A lively messenger boy shoved his body into the hole. A big fellow who looked like a broker tore the door/open and pounced on he more remains.

broker tore the door/open and pounced on he motorman.

"See here," he said; "we've got you and we're going to get out of this train." He turned back to the mob. "You fellows open that door and beat it." In a second the passengers were pouring out onto the the platform, while the motorman, declar-ing that he would lose his job for that, stood under guard of the broker. The running time from the Grand Central Station to Eighteenth street had been thirty-weven minutes.

Station to Eighteenth street had been thirtyseven minutes.

Although there were rows on nearly all
the trains, the downtown business man
being a person who is not patient of delay,
one of the jolliest rumpuses broke out on a
Broadway train. This passed Ninetysixth street and swung into its southbound
run at about 9:39. All went well until it
passed the Grand Central Station, when
there followed the delays and jerks. Still
it went fairly until it passed Fourteenth
street, where it began to stall. Near that
point it was swung on to the northbound
tracks to avoid the wreck. And there it
rested for a matter of twenty minutes.
Two guards stood at the back door to prevent passengers from jumping out on the
tracks.

The passengers sought out the conductor

The passengers sought out the conductor and raged at him. Their leader and spokesman was a dignified and elderly but muscular man who wore eyeglasses. He represented to the conductor that these were business than who was a missing section. represented to the conductor that these were business men, who were missing valuable appointments through the delay. Couldn't he back up to the Fourteenth street station and let them off? The guard replied, with some heat, that he certainly couldn't and

At that moment a new section of the mob

At that moment a new section of the mob piled in. They began to shove, and the elderly gentleman was sent with some force against the conductor. The conductor whirled and smashed the elderly gentleman with his elbow.

The elderly gentleman froze to icy calm. With all the deliberation in the world he took off his eyeglasses, put them into their case, put the case in his pocket—and took the conductor by the coat collar with both hands. The conductor wriggled. It was no use. The passenger hauled his face up close to his own.

"See here, you hound," said the passenger.

"There isn't anything I'd like to do better

"See here, you hound," said the passenger.
"There isn't anything I'd like to do better

than to wring your damned neck and fire you out on your own third rail. But I'm not going to do it. Not unless you move a finger to touch me. Then I am. See!"

"That's right!" yelled the passengers from behind. And some one lately arrived from south of Delaware or west of the Alleghanies cried, "Lynch him!" The mob moved forward. The elderly gentleman felt the pressure from behind. Still holding to the collar with one hand, he raised the other for silence.

"We don't want any riot," he said. "Don't

"We don't want any riot," he said. "Don't we don't want any riot," he said. "Don't give the company that chance at us. This is my little private execution. I'm attending to this person here, and it doesn't look as though I needed any help, does it?" The conductor subsided. This train was forty minutes in running from Grand Central Station to the bridge.

There was some trouble in getting the wrecked car on the track and into the yards. Then it was found that the third rail was damaged and some of the ties torn up. With these delays traffic was not fully restored

BATTLES IN TRANSFER WAR. Larceny Charge Thrown Out as Ridiculous -Conductor Badly Battered.

George Anner of 111 East 129th street, a pookkeeper, who was arrested on Tuesday evening for taking two transfers from the pocket of a conductor of the Eighth avenue surface car line when the conductor refused to give them to him, was discharged yesterday morning by Magistrate Baker in the Harlem police court. In speaking of the new transfer rule of the New York City

Railway Company, the Magistrate said: "A transfer should be issued whenever and wherever asked if the conductor is reasonably sure that the passenger has

The charge of grand larceny was termed ridiculous by the Court.

Anner and George Winters, manager of a restaurant, were riding north. They wanted restaurant, were riding north. They wanted to transfer at 125th street and Anner asked for transfers two blocks after he had paid the fares. Henry Hennon, the conductor, refused to give them. Thereupon Anner took a transfer pad from the conductor's pocket and after tearing off two transfers from it returned the pad. Hennon had him arrested.

arrested.

In court yesterday Hennon said that he knew Anner paid the fares but that he was merely obeying the orders of the company. The transfers that Anner took were no good anyway as they were on red paper for southbound cars and Hennon's car was going untown.

Edward Hynes, lawyer for Anner, said that his client would sue the company for the penalty of \$50 for refusal to issue transfers and also would begin suit for the arrest.

Harry Weintraub, a conductor on the Fourteenth street crosstown line, appeared in the Jefferson Market police court to press a charge of assault against Edward Boyle, 25 years old, of 435 White street, Brooklyn. Boyle was held in \$500 bail for examination

Hoyle, who is a motorman on the Eighth street line, boarded Weintraub's car in plain clothes at Avenue A on Tuesday night and tendered a transfer in payment of fare. When told that it was a day old he paid cash when told that it was a day old he paid cash fare under protest. Shortly afterward, at First avenue, he asked for a transfer. Weintraub answered that he couldn't give it because of the new rule. The conductor asserts that Boyle took the pad of transfers from him forcibly and tore them into bits. Weintraub ejected him from the car with the assistance of another conductor.

Boyle, it is alleged, waited later in the evening at the Tenth avenue terminal of the line to get even. When he paused Weintraub was so badly bruised that Policeman Young of the West Twentieth street station had to call Dr. Cottle of the New York Hospital to attend him.

When Weintraub went before Magistrate Parlow yesterday his head and face were almost completely hidden under bandages. The Court found that he was barely able to speak and adjourned the case.

READY FOR REBATE INQUIRY. New Grand Jury Sworn in and Starts in at work To-day.

The Federal Grand Jury which will investigate the alleged rebating practices and other violations of the Elkins law charged against the American Sugar Company and the trunk lines running out of New York was sworn in before United States Circuit Judge Thomas yesterday. It will also probably continue the investigation into the American Tobacco its subsidiary concerns, which was interrupted by t e refusal of officers of the company to produce books and answer questions before a former Grand Jury.

Judge Thomas in charging the jury,

You will be called upon to consider matters with which you may be affiliated or con-nected in some way. You will not allow this to influence your judgment in any way, however. It has been suggested that i specially caution you on the subject of the secrecy which must attend all your deliberations. But you are gentlemen and a body of earnest, conscientious men and I do not

think that necessary. Special Assistant Attorney-General Henry W. Taft is in charge of the investigation into the affairs of the tobacco trust. The right of the authorities to compel the officers of the trust to produce the required evidence has been established by the United States Supreme Court.

Supreme Court.
The inquiry into rebates will begin in earnest to-day. The new Grand Jury is as follows: ROBERT N. BOLTON; china; 451 Barclay street;

JOSEPH A. KNOX, secretary, 37 Wall street. ARTHUR E. LOUDERBACK, varnishes, 118 Hudson reet. EDWARD MCCUTLER, insurance, 56 Pine street ROBERT MAYNICKE, architect, 298 Fifth avenue. ROBERT H. MARTIN.vice.yresident, 220 Broadway T. RUSIMORE STILES, real estate, 31 Nassau

treet.
FRANK E. SOMMER, president, 55 Fifth avenue.;
A. TRIMBLE, cars, 612 West 147th street.
CHARLES B. SELLERS, gloves, 715 Broadway.
CHESTOTHER C. DAT, real estate, 255 Broadway.
GEORGE S. CHAPPELL, architect, 5 West Thirtyrat street.

St SITEC.
ALEXANDER P. SCHLOSS, Clocks, 658 Broadway.
M. Brakelet Spratt, secretary, 439 West Sirect.
CHABLES M. NEWCOMER. broker, 15 Wall Sirect.
DAVID T. RETHOLDS, jeweller, 8 John Sirect.
CHABLES M. MOODY, Insurance, 149 Broadway.
ANDREW J. MCCORMACK, real estate, 55 William

reet.
C. Alfred Capen, real estate, 6 East Twentylifd street.
J. Osgood Carleton, merchant, 132/Front street.
ALEXANDER HOLLANDER, agent, 52 Wall street.
GUY B. JOHNSON, treasurer, 1178 Broadway.
WILLIAM R. BRACKEN, secretary, 11 East Twentyscond street.

SALLIE BENNETT A FELON, TOO. and Bob Spriggs May Be Indicted To-day as Second Offcuders.

Several women were examined yesterday by the Grand Jury in connection with the by the Grand Jury in connection with the arrest of Bob Spriggs and Sallie Bennett, who are accused of having held white women prisoners in their disorderly houses. It is understood that both Spriggs and the Bennett woman will be indicted to-day as second offenders, both having been convicted before on felony charges. Detective Sergeant Eddie Armstrong identified Sallie Bennett as the woman who was convicted several years ago for stabbing another woman.

The Seagoers. On the passenger list of the Hamburg

American line steamer Deutschland, which sails for Bremen to-day, are: Douglas Alexander, E. H. Bennett, T. H. Buhl, W. A. Bryant, Mrs. Caruso, H. S. Curtland, Mr. and Mrs. G. W. Darr, Harry Durand, Consul Max Etter, Spencer Eddy, First Secre-tary of the American Embassy at St. Peters-

burg: Dr. Karl Fries, T. T. Grover and Arthur On the passenger list of the French line steamer La Lorraine, which sails to-day for Havre, are:

Baron P. Foy, Louis Garzon, Mrs. H. F. Gaillard, C. H. Greenfield, M. D. Howell, Dr. Max Jacobson and W. J. Pingston. Aboard the Hamburg-American liner Blücher, which arrived yesterday from

Hamburg, were: Alexander Andreae, Dr. Julius Buss, Mr. and Mrs. M. E. Bandker, S. J. Cawley, Alfred E. Clifford and Delvan Emery.

SIGNS 11TH AVENUE BILL. Mayor McClellan Docsn't See Why a Better

lieves He Can Take Care of Himself.

In renewing his fight yesterday on Desmond Dunne, President Coler's Commissioner of Public Works, Comptroller Metz became so bitter that he began to alk about fakers and grafters. Mr. Metz gave out a prepared statement replying to the one issued the day before by Mr. Dunne, and while doing so he remarked, referring evidently to Mr. Coler, who has lescribed himself as a reformer, "Nothing that a reformer, especially a professional reformer, does surprises me. I hate a faker and a grafter and whenever I get a chance to hit one on the head I shall do so, even if the head does belong to a Brook-lynite." Part of Mr. Metz's statement

I never owned a dollar's worth of real estate in Brooklyn outside of my own house, and I want to say once and for all that I never had an interest of any kind in any real estate, directly or indirectly, either in Brooklyn or any part of the State of New York outside of the home I live in, and I will not have any during the coming four years. My sense of fitness dictates to me that a public official should be disinterested in matters coming before him for official action, and I certainly will not do violence to that sense while I am in office, and all the insinuations or innuesdoes that may come from the Brooklyn Borough Hall or anywhere else will not be worth the paper hey are written on.

I think we will have a better condition all around in city affairs when every public official can say the same thing. If those in Brooklyn can say this same thing they should avail themselves of the opportunity and thus emove the doubt some people have as to he sincerity of their actions.

I was asked to withhold a payment on the ash contract, but it was allowed to go through by Mr. Crouzbar by an oversight which he explained to me and also to Mr. Coler. So far as I am concerned, I am guided in my official acts by the charter and by the pro-cedures of this office. If a contract comes to me indorsed by the proper officials that the conditions imposed in the contract are omplied with I have no other alternative but to make payment.

Any citizen can come here and object to the payment of any bill presented to the city and hold it up. I shall look to Commissioner Darlington and Commissioner Woodbury for certification on the ash contract in Brooklyn, and shall be guided by what they say. I visited three of the ash stations in Brooklyn and am confirmed in my opinion of what I saw there by the Comnissioners mentioned. There has been complaint by citizens made to me regarding the one at Fourth avenue and Thirty-eighth street. I intend looking at that one this

I am not looking for controversies with Mr. Coler or Mr. Dunne or any one, and am kept busy enough attending to the work of his office, but whenever they think I have been hypnotized or am too young for this job I'll try to find time to enlighten them to the contrary and to assure them that I intend to run this office without any butting in from any outsider. They have had two guesses now, and they guessed wrong each

President Coler butted into the con-troversy yesterday. He assumed the re-sponsibility for the order directing the sponsibility for the order directing the Brooklyn Rapid, Transit Company to repave certain streets, and denied that there was any discrimination in his office in favor of the Coney Island and Brooklyn Railroad Company. Mr. Coler had this to say regarding Mr. Metz's remarks about public officers who own stocks and are interested in Wall Street:

public officers who own stocks and are interested in Wall Street:

"I am largely interested in the firm of W. N. Coler & Co. I own a seat on the New York Stock Exchange, which is worth \$100,000, and I intend to keep it. It may be necessary for me to go in and reform the Stock Exchange. I do not own a single share of stock in the Brooklyn Rapid Transit Company. When I took office on January 1 a general order was given to everybody connected with the office of W. N. Coler & Co. to handle no stock of any railroad which had or is likely to have any relations with the Borough of Brooklyn. As to Mr. Metz, I like him and consider him a very fine young man. I believe he is strictly honest in every particular." President Winter of the Brooklyn Rapid

Transit Company issued this statement The advertising contract was awarded to the Studwell company and not to the Desmond Dunne company solely on the basis of their respective bids, as Mr. Dunne probably knows. The only shadow of de-parture from this was my offer to the Desnond Dunne company to give them the privilege on the Kings County line at \$2,500 less than the sum offered by the Studwell company, because of their having been in ossession for the previous contract period. This they accepted, but later declined to carry out, and the contract went to the Studwell company at the figure originally offered by them. I will say further, the only "influence" sought to be exercised upon this com-pany in connection with the matter was in Mr. Dunne's behalf, perhaps without his Mr. Dunne's behalf, perhaps without his knowledge, but I could see no reason why such matters should not be handled on their merits as business propositions, nor can I now, regardless of later experiences. If Mr. Metz had anything to do with the matter or interest in it, I never knew it. Indeed, I never met him but once, and that was since his election to the Comptrollership.

other man? He may think that you do no know it is not E. & W.

James McCreery & Co.

Ladies' Gloves. 12 button length, glace kid Gloves. Tan, brown, mode, black and white.

2.25 per pair.

Twenty-third Street.

MRS. TODD HATED LOCKWOOD

NOT LONG BEFORE SHE DIED Mayor McClellan signed yesterday the AND HE TOOK POSSESSION. Saxe bill for the removal of the New York

> Letters Showing the Quarrel With Him Introduced in Contest Over the Will He Produces-Undertaker Says Lockwood Showed Him Another Will Dated in 1903

> At the hearing before Surrogate Fitzgerald yesterday in the contest over the will of Mrs. Margaretta Todd, whose body was found on the tracks of a railroad near Philadelphia a few hours after she had left New York last fall, several letters written by Mrs. Todd to George W, Amory manager of the Von Hoffman apartment house, which she owned, were read.

> In some of the letters there were references to Ingersoll Lockwood, the lawyer who was named as executor in the will now under contest. Some of the references seemed to show that she no longer entertained as good an opinion of Lockwood in 1905 as she did when she made him the trus-tee of the \$100.090 estate given to her daugh-ter, Mrs. Rosalie Tousey, or when she named him as her sole executor in the will which

was executed in 1902. Mrs. Tousev and a Mrs. Tousey and a grandson of the tes-tatrix, Milton Berolzheim, are the contest-ants, and they say that Mrs. Todd made another will in 1903 which made Mrs. Tousey

another will in 1903 which made mrs. I cusely sole executrix.

P. W. Radcliffe of the Stephen Merritt Burial Company testified that when Mrs. Todd's body was brought to New Yrko Lockwood instructed him to cremate it. He refused unless he had directions from some responsible person, and then Lockwood told him that he held power as Mrs. Todd's attorney and trustee and was her legal representative in all matters. Bridge Commissioner Directed to Repor Comptroller Metz, complying with request sent to him by the Merchants' Association, has asked Bridge Commissioner Stevenson to look into the merits

of the old plans for hanging the super-struction of the new Manhattan Bridge from an eye bar cable, as Gustav Lindenthal proposed when he was Bridge Commis-sioner. The Comptroller said: legal representative in all matters.
Radciffe then asked if there was any will, and Lockwood pulled out a bundle of papers, from which he selected one, which he said was Mrs. Todd's will. Radcliffe says that he saw distinctly that the will was made in 1903 and that Mrs. Tousey sioner. The Comptroller said:
"I don't know anything about bridge
building, but if what I am told is true, that the city can save \$3,000,000 by adopting eye bars and can build the bridge in two years less than cables would take, I want to know why we'don't have the eye bars.

was made in 1903 and that Mrs. Tousey was named as executrix.

In his testimony on Tuesday Lockwood said that no such will had ever been executed although he had partially drawn a second will on Mrs. Todd's instructions.

Radcliffe was sure that he saw the will with its date and the paragraph making Mrs. Tousey executrix. He also testified, after looking at the will of 1902, now under discussion, that the handwriting of both was russion, that the handwriting of both was milar. The 1902 will was written out by ockwood. Radcliffe refused to cremate the body

Health yesterday it was reported that without the specific instructions of Mrs. Fousey, whose name he saw in the will, so he got a written order from Lockwood

so he got a written order from Lockwood for a burial at Woodlawn.

Amory testified that in June last Mrs. Todd had told him that her will had been stolen from her room. The will he referred to must have been a later one than that now offered for probate.

Lockwood, said Amory, paid no rent for his apartment in the Von Hoffman, but finally he had to leave because of differences between him and Mrs. Todd. She told Amory then to enter into correspondence with Lockwood, adding, the witness fifty more orders to abate the nulsance will be issued as the result of the Health Commissioner's trip around Manhattan last week.

The Commissioner said that when five days from the sending of the orders had elapsed a reinspection would be made. If there was no abatement the Board of Health would take advantage of the general authorage of the general authorage of the general authorage.

ity given it to make arrests or appeal to the courts. ence with Lockwood, adding, the witness said, that if Lockwood got enough rope he would hang himself. Some of the letters from Mrs. Todd to Amory were then read in evidence. One ran as follows: BROWNE'S REAL ESTATE TANGLE. ceused Lawyer Sald He Knew Man Who I am homesick. Now send me Lockwood's

ter when you get it, or a copy of it. I am ccused of forgery, went on the stand nxious to hear what he says. He has played he false; tried to make trouble with my daughbefore Judge Foster in General Sessions yesterday to explain the manipulation of and me, but he cannot do it now. He can conveyances and mortgages by him on go back into a little hall room again at \$3 real estate over which it is charged he had a week and make his own tea on the gas. He has lost the best friend he ever had by no ownership. The property originally belonged to Ebbe Peterson, a Norwegian his tricks. I am through with him. who was drowned with his wife and child

In another letter she referred to Lock-wood as a coward, and said that she had been warned against him. In a third, dated August 14, 1905, she wrote, speaking of Lockwood as "L":

s situated at Inwood, was conveyed. It is What did you do with that bronze head in Mr. H's room belonging to L? He owes me a balance and I can keep that for it, but Train that these persons never existed. Browne said he knew them all, but he couldn't tell what business they were in do not say anything about it. Let him ask for it and I will tell him myself. He is through couldn't tell what business they were in or where they lived.

He told of learning of the death of Peterson and his family, and of hunting for heirs for the property all over the country. Finally he found two heirs and the property came into his possession. He said he knew William R. Shubert, the last person to whom some of the property was conveyed, although a notary has testified that Shubert was Browne himself.

Ex-Justice Herman Bolte made a sorry the couldn't remember very much with his dirty work. If he troubles me I will show him up. I have plenty of proof of his treachery to me. He is a coward; he cannot tand or fight with a woman he has lived or He had the room for a song and nearly all his meals for nothing. He is a big sponge and will squeeze him dry before I get through with him. He knows me, and I swear I will do it if he troubles me in any way. I will spend money to do it and get a lawyer that was browne ninsell.

Ex-Justice Herman Bolte made a sorry witness. He couldn't remember very much of the transaction by which some of the property came to be in his name. He said that he had had so much trouble in the last He tried to get me in his power like that man in State's prison for using his valet to poison him, and he will go to the chair for it. I hope three years that he couldn't remember things over twenty-four hours. so. He used his boarding house keeper to try to help him out, but he has no chance. The valet is free and clear and was a tool in his hands. That is what L tried to do with CHICAGO, March 14.-Proceedings that ou-use you against me. will result in the appraisement of Marshall

This letter was dated August 14, 1905.
Amory testified also that when Mrs.
Todd's death was announced he sought
out Lockwood, who told him that he had
the old woman's will and showed him a
paper purporting to be such. Amory
said that the will was useless, as it was sure "Hefore any inheritance tax can be levied," said Attorney Frank H. McColloch to-day, "there must be an appraisement of the property. It is likely that the appraiser will require months to compute the inheritance tax." to be contested. Lockwood replied, he testified, that if that will were broken he had another which he could "spring on

For Thursday, Friday and Saturday.

Men's Business Suits Including Values Up to \$30!

WANY of the woolens, if duplicated next season, would render to-day's reduced prices altogether out of the question. But the suits are made up, and style is a merciless monitor whose edicts, from season to season. must be obeyed. And, so, suits actually worth \$20, \$25, \$28 and \$30 are now \$14.50. New York Store only.

Superb lot of Single or Double Breasted Blue and Black Cheviots; many entirely new meaves in these popular plain stuffs are included; many fine Scotch Tweeds, in rare woolen effects, together with an unusual array of smart Grey and mixed Chebiots.

Smith Gray & Co.

THREE STORES: BROADWAY AT 31ST ST., NEW YORK. FULTON ST. AT FLATBUSH AV., BROADWAY AT BEDFORD AV., B'KLYN.

BROOKLYN ADVERTISEMENTS.

HIGH CLASS PAINTINGS BY AUCTION.

The private collections of Mr. George E. Crawford and Mr. P. J. Kittredge,

MONDAY AND TUESDAY EVENINGS, MARCH 19 AND 20, At 8:15 o'Clock.

Grand Examples of American and Foreign Artists On Exhibition Day and Evening. P. H. McMAHON, Auctioneer. The Hanamaker Stores

Store Closes at 5:30 P. M.

Beauty in Bloom

The Millinery Exhibition is the front of the fashion show this week. The public reception has proven a delightful event to many thousands of women, and very many men. The display

The Spring assemblage of Costumes and Wraps is a daily cause of pleasure and gratification to women intent on donning new apparel. The collection presents the finest assortments the season ever knew.

Music for the Artistically Inclined

Mr. P. K. Van York has been a source of great delight to lovers of classical music during the recent weeks. His renditions of classic gems with the Angelus have not only made people marvel that such an instrument could exist, but they have been a pleasure and education to hundreds of visitors to

These informal Angelus Recitals will continue indefinitely at intervals each day. Be present at your convenience.

The Black Silk Jacket And the Light Checked Skirt

Several weeks ago we received from abroad a very striking suit composed of a black silk jacket and a smart checked skirt-It was the first indication of a

style that is now well advanced in popularity. Every woman who sees the combination recognizes the artistic beauty of the effect. We have ready today a num-

ber of handsome sunburst accordion plaited Skirts, made of light plaids, stripes, checks in hardtwisted worsteds, designed to go admirably with another collection of taffeta Eton jackets. The illustration gives a faint idea of the combination.

The Eton Jacket has an inlaid collar of white moire silk, edged with braid and folds of silk. It has a vest of the same material, attractively plaited on each side, and trimmed with soutache braid. Elbow sleeves with gauntlet cuffs, trimmed to correspond with collar. The price of the Jacket is \$20.

The Skirt is a very decided novelty. Made plain from the hips, falling in graceful accordion plaits, in a fullness that makes almost double the width of the ordinary skirt. The price of the Skirt is \$14.50.

The combination presents one of the smartest and handsomest suits that we have shown. Second floor, Broadway.

"Star Brand" Linen Mesh Underwear---And the Question of Health

"Star Brand" Linen Mesh Underwear is sold only by us, and is acknowledged by experts—we've had several tests made -to be the best that is sold anywhere. It is the "Star Brand" -that's proof enough for men and women who know underwear quality.

From the standpoint of health the best feature of linen mesh underwear is that it is porous. In heavy woolen underwear perspiration adheres to the wool, and dries very slowly. That's the cause of many an illness. With linen mesh underwear it's different. The perspiration is drawn to the fabric, as with a magnet, and is dried up in no time. And there lies the prevention of many a bad cold.

The "Star Brand" Linen Mesh is \$2.50 a garment-that's cheap prevention: For Women-

For Men-Shirts, with stout or regular length sleeves. Drawers, in 28 or 31-inch inseam. Medium or heavy weight.

Vests, in low or high neck. Drawers knee length, lace-trimmed, Light weight. Medium-weight Vests, low or

Light-weight Shirts, with short high neck; Drawers in knee or leeves.

Ninth street. For those who wish to have their underwear madewe have the material in the piece—75c a yard.

Combination Suits, made to order only, at \$5 a suit. Wristlets and Anklets at 10c a pair.

A New Collection Of RUGS from India

A fine group of these rich Oriental Rugs has just been opened up. Some are in the dainty colorings of pink, blue and cream, for parlor or boudoir; and there are others in self-toned effects, in red, green and gold, some with plain centers with medallion designs, some with all-over designs quite similar to Antique Persian Rugs. Sizes range from 8 x 10 ft. to 15 x 18 ft. Prices from \$170 to \$750.

There are also Runners for halls and stairs, in plain blue, green and red grounds.

We have also recently received a number of perfect specimens of Soumac Carpets. All are finely woven, and many fine old grades are included.

These Rugs are in sizes much wanted, but often hard to secure, such as 9 feet wide by 9, 10, 11 and 12 feet long. Also 10 ft. wide by 10, 11 and 12 ft. long. Prices \$125 to \$185. Also a group of fine old Afghan Rugs, beautiful silky pieces. in exceptionally large sizes, at \$130 to \$250.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth Avenue, Ninth and Tenth Streets.